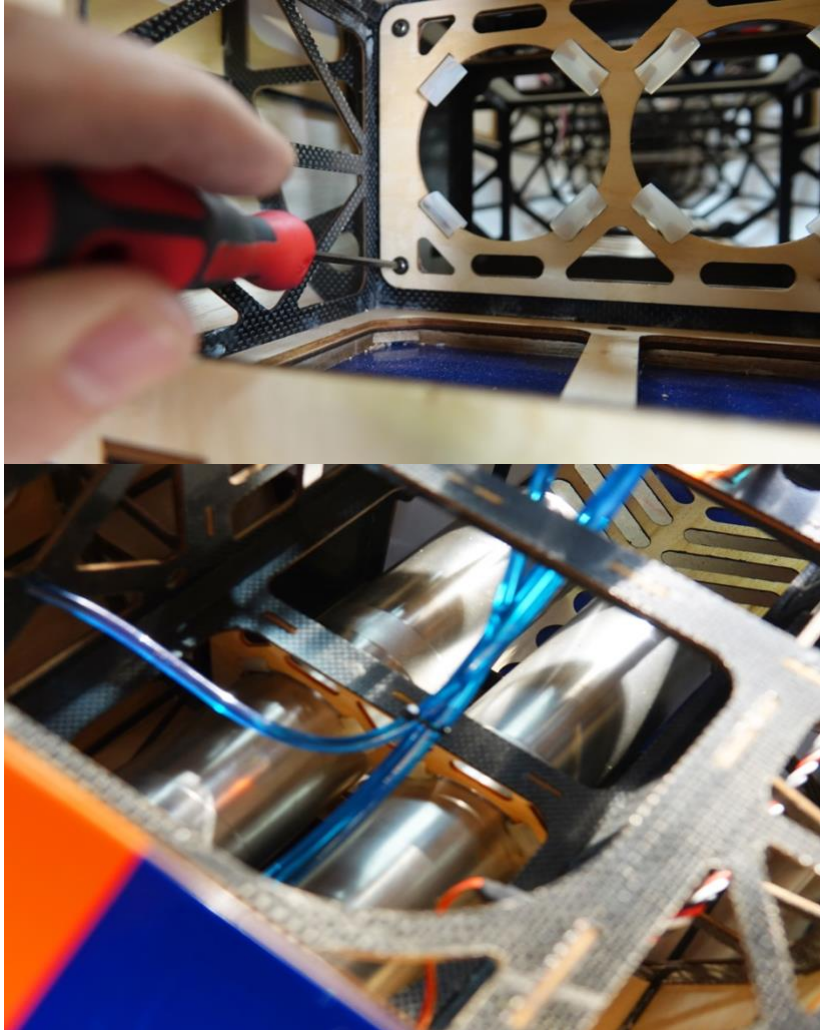


## **Extreme Flight 125" Extra V4 Assembly Manual Addendum**

Congratulations on your purchase of the version 4 Extreme Flight 125" Extra 300! Many improvements have been made to the airframe and new composite laminate components have helped to reduce overall weight and add strength and rigidity. The result is a huge improvement over what was already a stellar airframe and the V4 is as competition capable as any high dollar custom kit built airframe for considerably less investment.

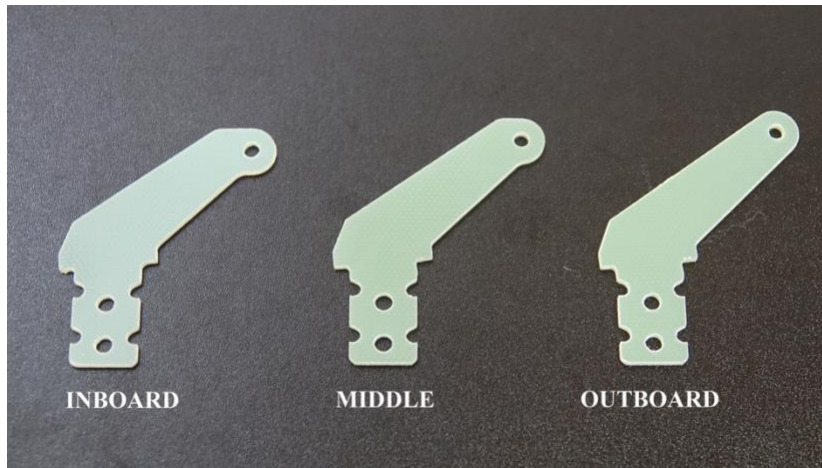
**Some assembly steps and procedures have been changed to improve the assembly process and further enhance performance. The details of these changes are outlined here.**

1. The balsa pipe tunnel structure has been removed to further reduce weight. There are laser cut plywood pipe and canister mounts included to make the mounting of these components fast and easy. There is plenty of room between the canisters/pipes and the surrounding airframe to allow for proper heat dispersion without affecting the interior structure. Please open the venting holes on the bottom of the fuselage to allow radiant heat from the canisters/pipes to leave the fuselage.



2. As in the V2 and V3 versions, the pocket hinging method has been replaced by the far superior pin hinge system in the V4 version. Besides being a maintenance nightmare, the pocket hinging system severely limited roll and snap rate. Performance has been greatly improved with this change.

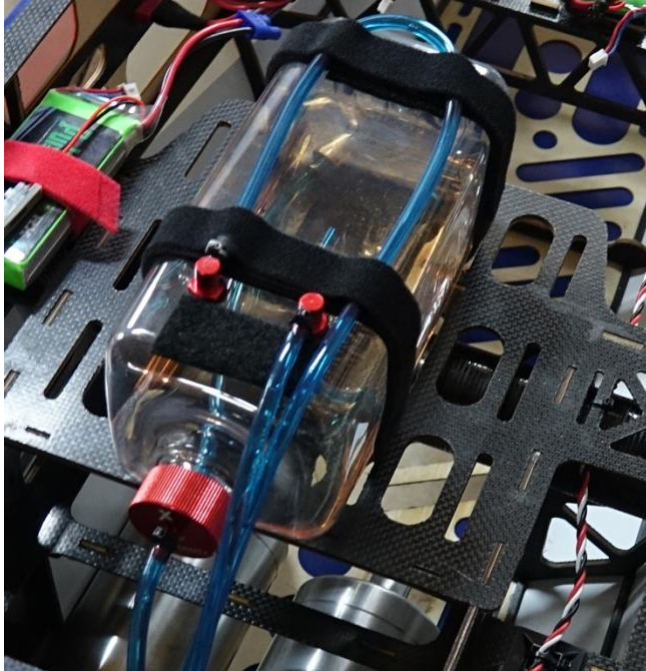
3. There are 3 different control horn sets for each aileron. These accommodate the varying thickness of the aileron and keep the pivot point of the linkage the same distance from the hinge centerline. Please take notice of this and pay careful attention when gluing them in place.



4. You will probably need to remove a bit of material from the plywood cowl ring to clear the left spark plug cap. Please see attached pic.



5. I mounted my tank with Velcro on the bottom of the tank and on the carbon surface of the tank tray. I also placed two strips of Velcro on the top of the tank so that the Velcro brand One Wrap straps have extra grip on the tank. This is a very secure method to mount the tank. Finally, I used 2 more Velcro straps to secure the overflow line.



6. Elevator servo mounts have been moved to the bottom side of the horizontal stab in place of the internal mounts. This makes servo mounting and linkage setup much easier. If using a single servo for the elevator use the mounting position in the center of the elevator. An ultra torque servo like the MKS HV380 or 599 (or similar) is a **MUST!**

